

Application No. 10/728,670
Amendment dated November 9, 2005
Reply to Office Action of May 9, 2005

REMARKS

Claims 1-34 are pending in this application. Claims 26-34 are allowed. Accordingly, claims 1-25 are at issue.

Claims 1-25 stand rejected under 35 U.S.C. §112 as indefinite. Claims 1, 2, 4, 7, 8, 12, 13, 20 and 25 are amended to address the indefiniteness noted in the Action. Accordingly, it is believed the indefiniteness rejection of Claims 1-25 is obviated.

Claims 1, 2, 8, 12, 13, 20 and 25 are amended to clarify that the restraint arrangements are formed by the seat belt webbing extending between the requisite number of anchor points for the three-point, four-point or five-point belt restraint arrangements. By way of clarification, as noted in the specification in paragraph [0021], a four-point system has six operative anchor points, however since two anchor points are side-by-side on both sides of the seat, herein the arrangement is considered a four-point restraint with four anchor points between which the seat belt extends. Claim 1 is further amended to recite that the restraint system has one of either a three-point belt restraint or a four-point belt restraint arrangement. Claims 2 and 4, which depend from claim 1, have also been amended to clarify that both the three-point and four-point belt restraint arrangements are available for the seat occupant. Claims 8 and 12 are further amended to recite a second three-point belt restraint arrangement. Claims 7, 13 and 20 have been amended to clarify the features claimed therein.

The indication of allowable subject matter in claims 3, 4, and 6-25 is noted with appreciation. Accordingly, claim 3 is rewritten in independent form to address the indefiniteness rejection noted in its base claim 1 and to include the limitations in claim 1 so that it should now be in condition for allowance. Claim 4 is rewritten in independent form to address the indefiniteness rejection noted in its base claim 1

and to include the limitations in claim 1 so that it, and claim 6 which depends therefrom, should now be in condition for allowance. Claim 8 is rewritten in independent form to address the indefiniteness rejection noted in its base claim 1 and to include the limitations in claim 1 so that it, and claims 9, 10 and 11 which depend therefrom, should now be in condition for allowance. Claim 12 is rewritten in independent form to address the indefiniteness rejection noted in its base claim 1 and to include the limitations in claim 1 so that it should now be in condition for allowance.

Claims 1, 2, and 5 stand rejected under 35 U.S.C. §102(b) as anticipated by Martin (3,052,432). The rejection, as it may apply to the claims presented herein, is respectfully traversed.

Claim 1 is directed to a restraint system for a vehicle seat that provides a seat occupant options for multiple seat belt configurations. Claim 1 calls for a plurality of anchor points at various predetermined locations about the vehicle seat from which the seat belt webbing extends. As amended, claim 1 also requires that at least one of the anchor points have a location off of the vehicle seat. No such configuration is disclosed or suggested in the relied upon art.

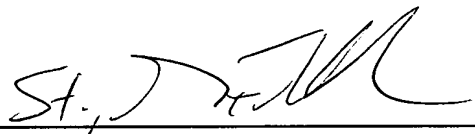
Martin discloses a harness to be used for an aircraft ejection seat. In the Action, it is stated that Martin shows a plurality of anchor points that can be used in a three-point, four-point or five-point belt arrangement. However, all the anchor points used for the harness in Martin are located on the seat frame. This allows the seat to eject or separate from the aircraft with the harness remaining attached to the seat. If the harness had an anchor point off the seat, then the seat would not freely separate from the aircraft when ejected, but would remain attached to the aircraft by the anchor point located off the seat. As a result, all of the anchor points for the

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Martin harness must be located on the seat so that the seat may operate for its intended purpose as an aircraft ejection seat. Therefore, the requirement in amended claim 1 that at least one of the anchor points be located off the vehicle seat distinguishes it from Martin. Accordingly, it is believed that claim 1, and claims 2 and 5 which depend therefrom, are allowable over the relied upon art.

Based on the foregoing, reconsideration and allowance of claims 1-25 are respectfully requested.

Respectfully submitted,

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